

The Companies to which this paragraph applies are the Company; the Worcester and Broom Railway Company; the East and West Junction Railway Company; the Northampton and Banbury Junction Railway Company; the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company; the Aylesbury and Buckingham Railway Company; the Oxford, Aylesbury, and Metropolitan Junction Railway Company; the Metropolitan Railway Company; and any other railway company or companies who may be authorized hereafter to connect the East and West Junction Railway and the Northampton and Banbury Junction Railway, or either of those railways, with the Aylesbury and Buckingham Railway.

To empower the holders of any of the shares of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, called or known as "Five per Cent. Perpetual Rent-charge Interest-guaranteed Shares," to assign, transfer, release, postpone, or otherwise deal with, either permanently, or for a limited period, and either absolutely, or subject to any conditions to be agreed or prescribed by or under the Bill, the interest or dividends payable on their respective shares, or any part of such interest or dividends, and all or any rights, privileges, or priorities to which they are or may be entitled, with a view of facilitating the construction of any railway or railways, already authorized or to be hereafter authorized, or for any other purposes which may be deemed beneficial to the interest of such shareholders, or of the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company, and to confer all necessary powers in relation to the matters aforesaid upon all trustees, executors, and administrators, and other persons under disability, and to make the exercise of any of the powers aforesaid, by a majority of such shareholders, or such other proportion of them as the Bill may prescribe, binding upon the minority of such Shareholders, or any non-assenting or dissenting shareholders.

To vary or extinguish all rights and privileges which would interfere with the objects of the intended Bill, or such contracts, agreements, or arrangements aforesaid, and to confer other rights and privileges.

And it is intended, so far as may be requisite or desirable for any of the purposes of the Bill, to amend or repeal the provisions or some of the provisions of the several local and personal Acts of Parliament following, that is to say:— 5 and 6 Wm. IV., cap. 107, and any other Act or Acts relating to the Great Western Railway Company; 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company; 9 and 10 Vict., cap. 204, and any other Act or Acts relating to the London and North-Western Railway Company; 36 and 37 Vict., cap. 245, and any other Act or Acts relating to the Company; 48 and 49 Vict., cap. 200; and any other Act or Acts relating to the Worcester and Broom Railway Company; 27 and 28 Vict., cap. 76; 29 and 30 Vict., caps. 142 and 239; 34 and 35 Vict., cap. 81; 37 and 38 Vict., cap. 198; and any other Act or Acts relating to the East and West Junction Railway Company; 26 and 27 Vict., cap. 220; and any other Act or Acts relating to the Northampton and Banbury Junction Railway Company; "The Stratford-upon-Avon, Towcester, and Midland Junction Railway Act, 1885," and the several Acts recited in, and the several indentures and agreements scheduled to and confirmed by that Act, and any other Act

or Acts, deeds or agreements relating to the Stratford-upon-Avon, Towcester, and Midland Junction Railway Company; "The Metropolitan Railway Act, 1854," and any other Act or Acts relating to the Metropolitan Railway Company or their undertaking; "The Aylesbury and Buckingham Railway Act, 1860," and any other Act or Acts relating to the Aylesbury and Buckingham Railway Company or their undertaking; "The Oxford, Aylesbury, and Metropolitan Junction Railway Act, 1883," and all other Acts relating to the Oxford, Aylesbury, and Metropolitan Junction Railway Company or their undertaking.

Printed copies of the intended Bill will be deposited on or before the 21st day of December next in the Private Bill Office of the House of Commons.

Dated this 20th day of November, 1886.

In Parliament.—Session 1887.

Borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Extensions.

(Construction of Tramways; Agreements with Corporation of Portsmouth and other Bodies, and with the Portsmouth Street Tramways Company, and the Provincial Street Tramways Company; Amalgamation with those Companies; Release of Deposit; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for all or some of the following purposes, that is to say:—

To empower the borough of Portsmouth, Kingston, Fratton, and Southsea Tramways Company (hereinafter called "the existing Company"), or a new Company to be incorporated by the intended Act (which Company so to be empowered is hereinafter called "the Company"), to make, form, lay down and maintain, work, and use the tramway, and other works hereinafter described, with all proper rails, plates, sleepers, and conveniences connected therewith, that is to say:—

A tramway commencing at the east end of Albert-road by a junction with the existing tramway at a point 10 yards or thereabouts east of the centre of the bridge, carrying the road over the Southsea Railway, and passing thence along Highland-road and Henderson-road, and terminating in the last-named road at a point 4 chains or thereabouts east of the east side of Eastney-road.

The tramway will be a single line except at the following places, where it will be a double line:—

For a distance of 3½ chains from its commencement.

Between points respectively 2 and 5 chains east from the west side of Brompton-road.

For a distance of 3 chains west of the north entrance gates of the Highland-road Cemetery.

For a distance of 3 chains east of the west side of Wainscott-road.

For a distance of 3 chains west of the west side of Kasassin-street.

And between points respectively 1 chain and 4 chains west of its termination.

At the following places a less space than 9 feet 6 inches will intervene between the outside of the footpath and the nearest rail of the tramway for a distance of 30 feet and upwards, that is to say:—

On both sides for a distance of 3½ chains from its commencement.